

Capt. Deane—Certain members of the Board are officers of the Government, but I do not see why we should elect them.

The Chairman said the work of the Sub-committee would not come into operation until sanctioned by the whole Board. He thought that in appointing sub-committees they should not consider the question of official or unofficial.

Mr. Francis—It is just as well to understand clearly whether the members of the Board are to be in the same position or not as unofficial members of the Legislative Council.

The Chairman—Certainly I think we can all express our opinion without fear or favour.

Mr. Francis—As far as I am concerned I do not know of any pressure being put on the Board of that description. I am here as President of the Board, and I intend to act without fear or favour.

Mr. Francis—I am quite satisfied.

The Chairman—The next thing we have to consider is the framing of by-laws.

Mr. Francis suggested that they should proceed at once, exclusively with the question of the by-laws.

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7, 8, 9, 15, 17, 19 and 20.—Dr. Cantlie, Messrs. Price, Francis, Ho Kai, and the Chairman. It was agreed to leave the others over.

Mr. Francis said the Sanitary Surveyor should not have the duties of inspector of buildings added to the duties under the Board.

Dr. Ho Kai—He was taken out for a special purpose.

The Chairman said he would not have to be given of this matter for next meeting.

A letter was read which Mr. Ho Kai had written, suggesting the closing of public wells, that the people should be warned against drinking water not boiled.

The Chairman—It is just as well to understand clearly whether the members of the Board are to be in the same position or not as unofficial members of the Legislative Council.

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But let us see what we have now for *laissez-faire*, under the reign of terror of Monsieur M. We may well exclaim.

In order to put forward my illustration in a more forcible manner, I will take for instance the receipt, by one of our merchants, of a certain number of packages containing pieces of goods and intended for sale in the market.

Each piece of cloth, and each bundle of other particular, one more absurd and preposterous than the other, which at present escape my ungrateful memory.

As it invariably happens, the transaction consists of these goods at Saigon, in ninety-nine cases out of a hundred, is never in possession of those superfluous duties. It naturally follows that, under this despotic system, to make use of a mild expression, the merchant finds himself under the necessity of deputing a Special Agent on board the vessel laden with these goods.

These three packages, which are anything but the property of the consignee, are opened and examined in order to obtain the particulars required, as stated above, and to submit them subsequently to this high dignitary of State, who considered it incumbent upon his exalted official position to create such an unnecessary amount of vexatious trouble and annoyances.

The Agent, then returns ashore, leaving behind the packages opened to the tender mercies of prowlers and the chapter of accidents. Here the goods are landed and the duties are paid, and they are then landed in the condition, as to establish beyond the shadow of a doubt, the correctness of the declaration just made by this transshipping agent.

It is then, and only then, that the transshipment is allowed to be completely effected.

Well, then, I have not been alone in the discharge of his praiseworthy duties; for he is ably and zealously assisted by a satellite, Monsieur G.

By his hatred of the English nation, who never will or can forgive France for her inability to give battle in commercial enterprises, and who therefore invariably tries to throw as many obstacles as he possibly can in the way of the English Merchant who has at times business to transact directly with the Customs Department, in cases where the presence of the latter is not really necessary.

It is generally acknowledged that, some twelve or eighteen months ago, the trade of this thriving port of Saigon was flourishing. Commercial transactions of every description, either in import or in export, were easily and promptly effected. Merchants and traders, in their mutual dealings, derived their respective advantages without the slightest hindrance.

The shipmaster entered his vessel, discharged his cargo, loaded again, cleared and sailed or steamed out of port, without incurring any single stumbling block on his way. Such was the golden age of the trade of Saigon, before the tariff des dommes, as they are pleased to designate this marvellous bone of contention, was put into force.

Would any one venture to say as much under the present regime? On the contrary, it is really disheartening to notice the rapid fall recorded in the trade returns of this colony, and this gloomy state of things is mainly due to the vexatious system, lately introduced by Government, of levying duty, particularly on imported goods.

Whatever may be said or done to the contrary, it is a well-known fact that French industry will never cope with that of the United Kingdom; and, as I have just said, it is only to a mean sense of inferiority that we are to attribute the introduction of British factories, that can be traced the origin of this worthy institution.

Not satisfied with having already struck a death-blow to the commercial prosperity of the country, our Colonial Government deemed it advisable to infuse new blood into the stagnant Department by the recent importation of an official from France.

The reasonable view of increasing the amount of vexatious trouble and annoyances already inflicted upon our local merchants and traders. This gentleman, known as Monsieur Le Comte de M., late of the Customs Department of Marseilles, probably in full possession of all the necessary instructions as to the best plan to be adopted in carrying out the views of his paternal Government, has since his arrival, literally turned everything topsy-turvy, to make use of a common expression. All the rules and regulations of the Customs Department, for the import and regular working of the department, have been cancelled and fresh ones substituted in their stead, much to the discomfort and annoyance of the public at large.

Monsieur M., doubtless very anxious to display his zeal, seems bent upon introducing here the same rules and regulations that were in force at the Customs Department of Marseilles. He affects to ignore the vast difference which exists in the customs and habits of the two countries, between which, although under the same flag, there is not the slightest similarity or affinity whatever.

The ultimate result of such a step in the wrong direction is obvious; it must, unavoidably, either give rise to perpetual conflicts between our merchants and Monsieur M., or eventually lead to the death-stroke of all foreign trade in the Colony. A very sad prospect indeed!

Having had many years' residence in this country, and possessed consequently of good and valuable stock of local experience, Monsieur M., the former superintendent of customs, soon became alive to the intricacies of his position. Anticipating, as it were, all the contingencies likely to arise from time to time out of this innovation, he proceeded without any delay to frame such rules and regulations as he considered consistent with the interests of his Government, as well as with the well-being of our merchants and traders.

In this, Monsieur M. did certainly display a sum total of tact and intelligence, which are seldom met with among officials in similar positions of trust and responsibility. It is naturally felt that, during his incumbency, everything went on smoothly and to the entire satisfaction of all concerned.

In order better to illustrate the foregoing statement, it will be sufficient for me to point out here the difference between the *modus operandi* formerly existing, with regard to goods consigned to our Saigon merchants and intended for transshipment either to Cambodia or elsewhere, and the way in which these identical goods are now treated under the central and mismanagement of the present official.

During Monsieur M.'s incumbency, a simple written declaration, containing the marks and numbers of the packages, the quantity, quality and value of the goods they contained, according to the information which the transshipping consignee had received from his constituent, was considered amply sufficient for all intents and purposes; and the packages so intended for transshipment proceeded on their journey without any further molestation, until they

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The reasonable view of

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship **ABERDEEN**,
3,616 Tons Register, TAYLOR,
Commander, will be despatched for VAN-
COUVER, B.C., and SAN FRANCISCO,
and FOOCHOW, KOBE and YOKOHAMA,
on MONDAY, the 25th June, at 5 p.m.
To be followed by the S.S. **ARYSTINIA**,
on the 12th July.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
points, by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class fares granted as follows:—
To Vancouver & Victoria, Mex. \$150.00
To San Francisco... 175.00
To all common points in Can-
ada and the United States... 230.00
To Liverpool... 300.00
To London... 305.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Office,
addressed to Mr. D. B. BROWN, District
Freight Agent, Vancouver, B.C.
Freight will be received on board until
4 p.m. on the 25th June.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, June 20, 1888. 1014



STEAM FOR
SINGAPORE, PENANG,
ADEN, PORT SAID, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON:
ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, TRIESTE,
HAMBURG, NEW YORK AND
BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
NEPAUL, Captain S. F. COLE, with
Her Majesty's Mail, will be despatched
from this for LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
SATURDAY, 30th June, at Noon.
Cargo will be received on board until
4 p.m.

Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.
For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 19, 1888. 1007

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **CITY**
OF PEKING will be despatched for
San Francisco via Yokohama on
SATURDAY, the 30th Instant, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havens, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class fares granted as follows:—
To San Francisco... \$200.00
To San Francisco and return... 350.00
To Liverpool... 325.00
To London... 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa), within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agents of the
Company, No. 50A, Queen's Road Central,
Hongkong, June 9, 1888. 941

O. D. HARMAN,
Agent.

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMER & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS:
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LEGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON THURSDAY, the 5th day of July,
1888, at 9 a.m., the Company's
Steamship **SAHSEN**, Capt. A. JAGGER,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 4th July, 1888. (Parcels are
not to be sent on board; they must be
left at the Agent's Office). Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewards.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, June 9, 1888. 946

Intimations.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH

MORNING STAR

RUNS DAILY as a FERRY BOAT between
Poddar's Wharf and Tai-Tai-Tai at the
following hours:—This Time Table will
take effect from the 1st JUNE, 1888.

LEAVES KOWLOON.	LEAVES HONGKONG.
6.00 A.M.	6.30 A.M.
6.45 "	7.00 "
7.30 "	7.45 "
8.00 "	8.15 "
8.45 "	9.00 "
9.15 "	9.30 "
9.45 "	10.00 "
10.15 "	10.30 "
10.45 "	11.00 "
11.15 P.M.	11.30 P.M.
12.45 "	1.00 "
1.45 "	1.45 "
2.00 "	2.15 "
2.30 "	2.45 "
3.30 "	3.40 "
4.15 "	4.30 "
4.50 "	5.10 "
5.25 "	5.40 "
6.00 "	6.15 "
6.45 "	7.00 "
7.15 "	

* There will be no Launch on Monday
and Friday, on account of coaling.
The above Time Table will be strictly
adhered to, except under unavoidable cir-
cumstances. In case of stress of weather,
due notice will be given of any stoppages.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure
of each ENGLISH and FRENCH MAIL
Steamer for Europe. Formerly the Over-
land issue was published fortnightly; but
as it was deemed of special importance that
a weekly budget of news should be prepared,
it was decided to issue it weekly. Sub-
scribers at Home, and those at the Coast
Ports and in the interior, who find the
Overland edition a convenient form of news-
paper for their personal, will welcome the
change. The *Overland China Mail*, now a
weekly compendium of news from the Far
East, contains special Commercial intelli-
gence, special tables of Shipping, and other
information. The various Reports of Courts
and Meetings, and all other news, are given
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to a weekly newspaper, which is circulated
among all China's hands' others, both
at home and in the Far East, who do not
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Hongkong, July 25, 1887.

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Hongkong, August 20, 1884.

PUBLICATIONS.

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Intimations.

THE CHINA REVIEW.
PUBLISHED BI-MONTHLY,
TENTH YEAR.

THIS Review, which was intended to meet
the wants of many students of Chinese
caused by the discontinuance of 'Notes and
Queries on China and Japan,' has reached its
fourteenth volume. The Review discusses
these topics which are uppermost in the
minds of students of the 'Far East' and
about which every intelligent person con-
nected with China or Japan is desirous of
acquiring trustworthy information. It in-
cludes many interesting Notes and original
papers on the Arts, Sciences, Ethnology,
Folklore, Geography, History, Literature,
Mythology, Natural History, Antiquities,
Social Manners and Customs, etc., etc.,
of China, Japan, Mongolia, Tibet, and the
Far East generally. Recently a new de-
partment has been taken, and the Review now
gives papers on Trade, Commerce, and
Descriptive notes of Travel by well-known
writers. It was thought that by extending
the scope of the Review in this direction,
the Magazine would be made more generally
useful.

The Review department receives special
attention, and endeavours are made to
present a careful and concise record of
Literature on China, etc., and to give
critiques embodying sketches of the most
recent works on such topics. Authors and
Publishers are requested to forward works
to 'Editor, China Review,' care of China
Mail Office.

The Notes and Queries are still continued
and form an important means of obtaining
from and diffusing among students know-
ledge on obscure points.

The Correspondents' column also affords
further and greater facilities for the inter-
change of views and discussion of various
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or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consular, the Im-
perial Customs, and Hongkong Services,
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regular contributors are Drs. Chalmers,
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ager, China Mail Office.'

OPINIONS OF THE PRESS.

'All our learned societies should sub-
scribe to this scholarly and enterprising Re-
view.'—*Northern Christian Advocate* (U.S.).
'The China Review' . . . has an ex-
cellent table of contents.'—*Celestial Empire*.

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of interest to sojourners in the Far East and
the present issue will hold favourably for
not advantageous comparison, with preceding
numbers.'—*Celestial Empire*.

'This number contains several articles
of interest and value.'—*North-China Herald*.
'The China Review for September-October
fully maintains the high standard of
excellence which characterises that publi-
cation, and altogether forms a very
interesting and readable number. Me-
morologists will find an interesting and
valuable contribution by Dr. Eitel, on
"the Amount of Precipitation (Rain
and Snow) of Peking," showing the results
of observations made at the Imperial Rus-
sian Observatory at Peking, from 1841 to
1880. "Notes on the Dutch Occupation
of Formosa," by Mr. Geo. Phillips, contains
some interesting information, although
much of it is second-hand. The Notices of
New Books include a most generous and
appreciative review of "The Divine Classic
of Han-Hua," and the Notes and Queries
are as usual very interesting.'—*North-China
Daily News*.

'A substantial and reliable Review which
all students of China and the Chinese would
do well to patronise.'—*Chrysanthemum*.

'The November-December number of
the China Review contains less variety than
usual, but the few articles are very interest-
ing. The opening paper, by Mr. Herbert
A. Giles on "The New Testament in Chi-
nese" treats of a question that must neces-
sarily be of great importance in the eyes
of all missionaries. . . . Mr. E. H.
Parker's "Short Journeys in Szechuen"
are continued, and a goodly instalment
of these travels in the interior of China is
given. Mr. F. E. Balfour contributes a
paper of some length entitled "The Em-
peror Cheng, founder of the Chinese Em-
pire," which will be read with genuine
interest by students of Chinese history.
A few short notices of New Books and
of those of Notes and Queries, one of which
"On Chinese Oaks in Borneo"
and Java" might appropriately have been
placed under a separate heading, complete
the number.'—*H.K. Daily Press*.

Trübner's *Oriental Record* contains the
following notice of the China Review:—
The present publication, judging by the
number now before us, is intended to
occupy a position, as regards China and the
neighbouring countries, some what similar
to that which has been filled in India by the
Calcutta Review. The great degree of at-
tention that has been bestowed of late years
upon the investigation of Chinese literature,
antiquities, and social developments, has led to
the accumulation of important stores of infor-
mation, rendering some such channel of pub-
licity as is now provided extremely desir-
able; and contributions of much interest
may fairly be looked for from the members
of the foreign consular services, the Chinese
Customs' corps, and the missionary body,
among whom a high degree of Chinese
scholarship is now assiduously cultivated,
and who are severally represented in the first
number of the Review by papers highly
creditable to their respective authors. Be-
sides translations from Chinese novels and
plays are marked by both accuracy and fresh-
ness of style; and an account of the career of
the Chinese poet-statesman of the eleventh
century, Su Tung-p'o, by Mr. E. O. Bowers,
is not only linguistically valuable, but is also
distinguished by its literary grace. Besides
notices of new books relating to China and
the East, which will be a useful feature of
the Review, if carried out with punctuality
and detail, we are glad to notice that
'Notes and Queries' are destined to find
a place in its pages also. It is to be
hoped that this opening for contributions
on Chinese subjects may evoke a similar
degree of literary zeal to that which was
displayed during the lifetime of its prede-
cessor in the field, and that the China Review
may receive the support necessary to insure
its continuance.

Mr. Andrew Wind.

NEWS AGENT, &c.

21, PARK ROW, NEW YORK; is
authorised to receive Subscriptions,
Advertisements, &c., for the China Mail,
Overland China Mail, and China Review.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at
Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the
Harbour *l.*

Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- Sections.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to the Island to North Point.
10. Kowloon Wharf.
11. Jardine's Wharf.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers						
Aberdeen	Brit. str.	3270	June 11	Adamson, Bell & Co.	Vancouver	25th inst.
Albany	Brit. str.	1750	June 10	Mitsui Bussan Kaisha	Shanghai	To-day
Amoy	Brit. str.	815	June 20	Siemens & Co.	Hoihow, &c.	To-morrow
Angas	Brit. str.	2077	June 20	Adamson, Bell & Co.	Amoy	To-day
Antonia	Brit. str.	306	June 20	Wiel & Co.	Kohakama & Kobe	To-morrow
Balmores Brook	Brit. str.	2000	June 21	Russell & Co.	Manila	To-day
Bantam	Dutch str.	1434	June 17	Jardine, Matheson & Co.	Haiphong	To-morrow
Cassandra	Brit. str.	1000	June 18	Siemens & Co.	Newchwang	To-morrow
Cleora	Brit. str.	1000	June 19	Adamson, Bell & Co.	Swatow & Bangkok	23rd inst.
Dafila	Brit. str.	535	June 17	Ban Ho Hong	Takou	To-morrow
Freya	Dan. str.	419	June 17	Arnhold, Karberg & Co.	London & Yokohama	23rd inst.
Hailong	Brit. str.	783	June 10	Douglas Steamship Co.	Nagasaki	To-day
Haiphong	Brit. str.	1122	June 10	Siemens & Co.		
Haver	Brit. str.	1538	June 21	C. M. S. N. Co.		
Kwang Lee	Chil. str.	1092	June 20	Jardine, Matheson & Co.		
Lee Sang	Brit. str.	1092	June 18	Yuen Fat Hong		
Marina	Brit. str.	1050	June 19	A. R. Marty		
Maria	Ger. str.	704	June 18	Hop Hing Hong		
Palakhan	Brit. str.	517	June 18	Yuen Fat Hong		
Para Chom Kiao	Brit. str.	1012	Sept. 27	H. K. & W. Dock Co.		
Pilot Fish	Brit. str.	1387	June 14	Adamson, Bell & Co.		
Reponitis	Brit. str.	1671	June 20	P. & O. S. N. Co.		
Robert	Brit. str.	1671	June 16	Takasaki Colliery		
Tataria	Ger. str.	1587	June 12	Eduard Schellhaas & Co.		
Velox	Ger. str.	636	June 12	Eduard Schellhaas & Co.		
Sailing Vessels						
Anna	Ger. sch.	347	June 15	Siemens & Co.		
Bylgia	Brit. str.	332	June 10	W. S. N. Co.		
Cathart	Brit. str.	217	June 19	Jardine, Matheson & Co.		
Cuthbert	Brit. sch.	201	June 20	Jardine, Matheson & Co.		
Electra	Amor. bgo.	640	June 20	Order		
Ella Nicolai	Ger. bgo.	574	June 11	Chinese		
Gertude	Ger. bgo.	233	June 9	Eduard Schellhaas & Co.		
Heinrich	Ger. bgo.	923	May 29	Arnhold, Karberg & Co.		
Kasow	Brit. bgo.	735	June 17	Arnhold, Karberg & Co.		
Kasow	Brit. bgo.	694	June 21	Wiel & Co.		
Omaka	Brit. bgo.	486	June 11	Chinese		
Ruby	Brit. sch.	1392	May 31	Messageries Maritimes		
Tarapaca	Brit. bgo.	594	June 11	Gibb, Livingston & Co.		
Velocity	Brit. str.	491	May 3	Gonsalves & Co.		
Young Siam	Siam. bgo.	750	June 17	Chinese		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I. H. P.	Captain.	Where at.
Alacrity	dispatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Shanghai
Audacious*	twin-screw battle-ship	6010	10	4830	Capt. John B. Warren	Shanghai
Blackburne	gunboat 2nd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Foochow
Constance	cruiser 3rd class	2380	14	2590	Capt. L. G. Koppel	On a cruise
Cordelia	cruiser 3rd class	2380	10	2420	Captain Henry H. Boys	Shanghai
Essex	g.-b. 3rd class coast defence	363	3	340	—	In reserve
Ripk	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Canton
Firebrand	gunboat 2nd class	465	4	480	Lieut.-Com. Denison	Manila
Heroine	cruiser 3rd class	1420	8	1139	Captain Chas. J. Balfour	Shanghai
Impetuous	twin-screw cruiser	8400	10	10000	Command William H. May	Hongkong
Leander	cruiser 2nd class	4300	10	6500	Captain M. J. Dunlop	Kobe
Limnet	gun-vesse 2nd class	766	5	1050	Commander W. Marrack	Hongkong
Morlin	cruiser 2nd class	430	4	430	Lieut.-Com. W. M. Martin	Hongkong
Murine	aloop	1130	10	1120	Commander J. B. Martin	Hongkong
Porpoise	cruiser	—	—	1730	Commander J. W. White, R.N.	Hongkong
Ramblur	surveying vessel	830	3	690	Commander W. U. Moore	On a cruise
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maith, Douvall	Yokohama
Sapphire	cruiser 3rd class	1970	12	2360	Captain W. C. Karalake	Shanghai
Satellite	cruiser 3rd class	1420	8	1400	Captain T. F. W. Nesham	Hongkong
Solent	torpedo mining launch	150	—	—	—	Hongkong
Swift	gun-vees 2nd class	766	5	1010	Com. Hon. Richard Bingham	Swatow
Torpedo Boat No. 35	—	95	—	—	Lieut.-Com. A. D. Davenhill	Hongkong
Torpedo Boat No. 36	—	95	—	—	Lieut.-Com. Webber	Hongkong
Victor Kmanui	receiving ship	5187	14	—	Commodore Maxwell, A.D.C.	Hongkong.
Wanderer	aloop	925	4	750	Commander Geo. Giffard	On a cruise
Wiven	coast defence ship, armoured	2760	4	1450	—	Hongkong